

OUR NEW BUILDING

near completion, which makes the stock in our old warerooms at once we cannot stand on price; we've them

MARKED DOWN

below the Lowest Spot Cash figures for the most

LIBERAL TERMS

AT THE REDUCED

FURNITURE, CARPETS, STOVES, CLOCKS,

J. Bauman

1313 TO 1315 THIRD AVE., B'N

TH ST. ELEVATED R. R. OR CABLE CARS.

WILL HOLD THE MARKET

ugar and Manhattan Were the
Features That Evoked
Attention.

ward Feeling Running So High
That London Selling and Free
Silver Talk Were Disregarded.

HEAVY LIQUIDATION IN ST. PAUL.

General List Made Substantial Gains, Ex-

The action of the market yesterday demonstrated that the speculative feeling is emphatically bullish. Favorable factors are seized upon and dilated upon, while unfavorable factors are shoved sternerly into

background. The determination of the
cane silverites to press a free silver
image bill and the attitude which Lon-
don has assumed in consequence, would
ordinarily cause heavy selling of stocks.
All reports regarding silver and free sales
by London could not do more than halt
the upward movement in the first hour.
After the execution of London orders
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the upward movement in the first hour.
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ably to move upward again. The bull operators seized upon the advance of grain and easier time money as the tunes upon which to play their game. Even St. Paul, which there has been plainly liquidation for two days, responded to the bullish feeling, and advanced $\frac{1}{2}$ per cent. Sugar and Manhattan were the bull cards, however. The former being advanced $\frac{1}{4}$ per cent and the latter 1 per cent. There a bull was the strength was due

On a large scale, the move to the sterling by the ports who had sold on the erroneous information of Monday that the Reichstag had taken action in favor of an increased export bounty on refined sugar. American tobacco gained 1 per cent despite reports that an anti-trust firm had made contracts for a newly patented cigarette machine. In the afternoon the greater strength of sterling exchange and a fractional advance in the rate for demand sterling caused a reaction. Outside of the grangers

The grangers declined fractionally in sympathy with the heaviness in St. Paul, while the arbitrage brokers sold the international stocks in anticipation of a further decline in the London market.

There was also some quiet selling in the oil stocks, stimulated by a rumor that the committee of coal presidents would not be able to report any comprehensive plan to the meeting of all of the coal roads to be held to-day.

rumor that Attorney-General Moloney could announce his decision before night regarding the consolidation of the gas companies drove that stock $1\frac{1}{2}$ per cent. On a trial of the report, it recovered sufficient to close with a net loss of $\frac{1}{2}$ per cent. Yesterday's highest, lowest and closing prices, the number of shares sold, and the net changes on Tuesday's closing prices were as follows:

| Sales. | High. | Low. | Clos. | Chg. |
|-------------------------|-------------------|-------------------|-------------------|-----------------|
| 225 Am Cotton Oil.... | 18 $\frac{1}{2}$ | 18 | 18 | + $\frac{1}{4}$ |
| 775 Am Sugar Ref Co.... | 108 $\frac{1}{2}$ | 105 $\frac{1}{2}$ | 108 $\frac{1}{2}$ | + 2 |

| | | | |
|---------------------------|-----|-----|------|
| 710 Pam Sag Ref Co S E | 383 | 981 | +1 |
| 710 Am Tobacco Co S E | 78 | 70 | -8 |
| 962 Arch Op & S E | | | |
| assmt paid..... | 15 | 15 | + 0 |
| 969 Bar & Quincy..... | 75 | 77 | + 2 |
| 610 Canada Southern..... | 49 | 49 | + 0 |
| 790 Ches & Ohio..... | 16 | 16 | + 0 |
| 960 Ctl Gas S. Cent Trust | | | |
| 410 C C C & St L..... | 35 | 35 | + 0 |
| 410 C C C & St L..... | 35 | 35 | + 0 |
| 500 Consolidated Gas..... | 175 | 154 | - 21 |
| 754 Del & Hudson..... | 128 | 128 | + 0 |
| 550 Del Lack & W..... | 182 | 182 | + 0 |
| 960 Den & Ilr Gr pe..... | 45 | 45 | + 0 |
| 960 Den & Ilr Gr pe..... | 45 | 45 | + 0 |

| | | | |
|------------------------|------|------|------|
| 190 Erie Tel & Tel Co. | 628 | 628 | |
| 42 Exp-American | 1123 | 1123 | |
| 830 Gen Electric | 27 | 207 | - 14 |
| 190 Iowa Central | 8 | 85 | 79 |
| 250 Kan & Tex pr. | 21 | 28 | + 7 |
| 144 Lake Shore | 21 | 21 | |
| 110 L E & W pr. | 723 | 723 | |
| 144 Lake Shore | 1443 | 1443 | |
| 804 Long Isl Trac Co | | | |
| all assn'ts pd. | 213 | 207 | - 6 |
| 130 Louis & Nesh | 40 | 45 | + 5 |
| all assn'ts pr. | 40 | 40 | |
| 535 N Y & A C | 1904 | 1904 | |
| all assn'ts pd. | 1904 | 1905 | + 1 |

| | | | | |
|-------------------------------|---------|--------|---------|--------|
| 100 Minn. & St. L. 1st pr. | 77 | 75 | 77 | 14 |
| 200 Minn. & St. L. 2d pr. | 45 | 45 | 45 | +2 |
| 700 Missouri Pacific..... | 25 1/2 | 25 1/2 | 25 1/2 | - 1/2 |
| \$20 Nat. Lead Co..... | 26 1/2 | 26 1/2 | 26 1/2 | -1 |
| \$25 New Jersey Cent. 104 1/2 | 83 1/2 | 83 1/2 | 105 1/2 | + 1/2 |
| 104 N. Y. & H. R. 1st pr. | 93 | 93 | 93 | + 1/2 |
| 102 N. Y. & W. pr..... | 90 3/4 | 90 3/4 | 90 | + 1/2 |
| 065 North Am. Pacific..... | 50 1/2 | 50 1/2 | 50 1/2 | + 1/2 |
| 775 North Am. Pacific..... | 4 1/2 | 2 1/2 | 4 1/2 | + 1/2 |
| 970 Northern Pac pr..... | 14 1/2 | 13 | 14 1/2 | +1 1/2 |
| 800 Northwestern..... | 100 1/2 | 80 1/2 | 100 1/2 | + 1/2 |
| 100 O. & N. 1st pr..... | 25 1/2 | 25 1/2 | 25 1/2 | + 1/2 |
| 910 Pacific Mail..... | 27 1/2 | 27 | 27 1/2 | +1 |
| \$20 Reading 1st A. P. R..... | 125 | 125 | 125 | |

| | | | | | |
|---------------------------|-------|-----|-----|-----|------|
| Rock Island | | 68% | 68 | 68% | |
| 700 R L S W pr..... | | 11% | 11 | 11% | + 74 |
| 554 St Paul..... | | 72% | 72 | 72% | |
| 554 St Paul pr..... | | 13% | 13 | 13% | - 74 |
| 450 Southern R R..... | | 21% | 21 | 21% | + 74 |
| 450 Southern R R..... | | 9% | 9 | 9% | |
| 513 Southern R R pr..... | | 28% | 28 | 28% | + 74 |
| 35 Tenn Coal & Iron..... | | 29 | 28 | 28% | + 74 |
| 630 Texas & Pacific..... | | 8% | 8 | | |
| 945 Un Pac Tr Co etc..... | | 5% | 5 | 5% | - 74 |
| assmt paid..... | | 5% | 5% | 5% | |
| 100 U S Cori etc gtd | | | | | |
| assmt paid..... | | 21% | 21% | 21% | |

| | | | | |
|---|--------|--------|--------|-------|
| 600 U S Leather | 34 | 82 1/2 | 84 | + 1/2 |
| 610 U S Rubber | 27 1/2 | 27 | 27 1/2 | + 1/2 |
| 6300 Wabash | 17 1/2 | 16 1/2 | 17 1/2 | + 1/2 |
| 282 West Union Tel | 54 1/2 | 53 1/2 | 54 1/2 | + 1/2 |
| 885 Wheel & L Erie | 12 1/2 | 11 1/2 | 12 1/2 | + 1/2 |
| 200 Wheel & L E pr | 37 1/2 | 37 | 37 1/2 | + 1/2 |
| + Increase. — Decrease. * Unlisted. | | | | |
| Total sales of stocks, \$21,672 shares. | | | | |

WALL STREET NOTES.

The sub-committee of coal road presidents met yesterday, but it was impossible to

BUSINESS OPPORTUNITIES.

PRINTING—We are prepared to do your printing at a few hours' notice at low rates; send for estimates before ordering elsewhere; 10,000 circulars, \$1; cards and billheads from 50 cents per 1,000. Edgar Printing and Stationery Co., 10 West 39th st.

HOUSES, FLATS AND ROOMS.
8TH AVE., 168 and 170, near 10th st.—Fire
places and bathroom; steam heated; newly
painted; \$25 to \$27. Ring Foster bell, 168, or
initior.

Flats Wanted—Unfurnished.
WANTED—For immediate possession, flat of
or 6 rooms, private hall, all improvements,
com 63d to 89th st., between 3d and Park ave.
address, stating rent, Langfeld, 293 East 14th
st.

URGENT EXCISE REFORM.

—

Member of Commerce.

Committee Will Start for Albany
This Morning.

—

Advocate the Amendment of the
Raines Bill in Several Im-
portant Particulars.

—

INSTITUTE BILL IN READINESS.

—

Provides for a Scale of License Fees for
Cities and Towns and for Local Option
to Be Voted on Once Every
Three Years.

—

The Chamber of Commerce Committee
on Excise Laws, which was appointed
in December will start this morning
for Albany. They will urge upon the Sen-

Committee the passage of several amendments to the Raines bill. Failing to do so, they will offer as a substitute a general excise bill, which is practically the same as that prepared by the Excise Reform Association.

The chairman of the committee is Charles H. Johnson, who will be assisted by the following company men are: President Seth Low, Columbia College; John Hansen Rhoades, Schurz, George L. Rives, John B. Pine, Fulton Cutting and Thomas A. Fulton. The members of the committee will not there—Dr. Charles H. Parkhurst, who is seriously ill, and C. C. Beaman, who is in Europe. John J. Chapman, attorney for the Excise Reform Association, will be one of the speakers.

The amendments which they will offer to the Raines bill were decided upon at a meeting held last Saturday. The whole committee are not unanimously in favor of these amendments and they may be somewhat changed before their presentation to the Senate. It is probable that the committee will hold a meeting en route to Albany.

If the members are opposed to the proposed Raines bill which provides that one-half of the receipts from a license

shall be paid into the State Treasury, and the State will think that the amount of the receipts from these taxes would be retained by the municipalities. The members of the committee are in favor of giving the State Treasury a portion of these receipts, not to exceed per cent.

SCALE OF LICENSE FEES.

The general Excise bill which may be offered as a substitute provides for a scale license fees, depending upon the kind of license and the size of the city or town. The scale of license fees for saloons and saloon licenses is fixed at \$1,000; restaurants, storekeepers and clubs at \$500; and for hotels, \$200. The Mayor is empowered to set at night licenses for one night only, at \$100, and at day, at \$50.

The bill seeks to reduce the number of saloons by limiting them and raising the license fee. It is in the interest of the public opinion in the fullest sense the term. Voters of each and every ward are permitted to vote for or against the license at all shall be granted, and, if so, to determine by a separate vote whether such license shall be true or false between certain hours on Saturday.

Upon the petition of 10 voters in cities and towns of 10,000 and over, and 25 voters in other cities and towns, the question of whether a license can be voted upon and granted or not, can be voted upon, and if not, can be taken off the franchise is

years. Another important feature of the bill is the section which holds the sureties of licensees jointly and severally responsible with a licensee for violations of law. The reduction of the number of licenses is reached by the fact that the licensees that have not heretofore had them, the number shall decrease to the number of one saloon to five hundred persons.

This bill has the hearty support of the German-American Reform Union. The Executive Committee met yesterday afternoon at the office of Gustav H. Schwab to perfect arrangements for presenting to the Legislature the bill. The bill was read in full at the meeting, and it was decided to wait until after the visit of the Chamber of Commerce.

The G. A. B. U. committee will then start a car and go to Albany to present the petition in person. The committee consists of Gustav H. Schwab, John B. Jones, Jacob H. Schidt, James Speyer, Herman Kruth, Charles H. Haus, Charles Hauser and Moses Oppenheimer.

MARINE NEWS.

PORT OF NEW YORK.

ALMANAC TO-DAY.

Rises.....7:14
Sets.....7:36 p. m.
Moon sets.....5:40 p. m.
Tide.....

HIGH AND LOW WATER TO-DAY.

YEMHOE'S ISLAND......
SANDY HOOK.....

1. m. 1.34 a. m. 17.32 a. m. 1.44 a. m.
 2. p. m. 2.15 p. m. 17.32 p. m. 1.46 p. m.
 3. m. 3.47 a. m. 18.02 a. m. 1.48 a. m.
 4. m. 4.19 a. m. 18.17 a. m. 1.49 a. m.
 5. m. 4.51 a. m. 18.32 a. m. 1.50 a. m.
 6. m. 5.23 a. m. 18.47 a. m. 1.51 a. m.
 7. m. 5.55 a. m. 19.02 a. m. 1.52 a. m.
 8. m. 6.27 a. m. 19.17 a. m. 1.53 a. m.
 9. m. 6.59 a. m. 19.32 a. m. 1.54 a. m.
 10. m. 7.31 a. m. 19.47 a. m. 1.55 a. m.
 11. m. 8.03 a. m. 20.02 a. m. 1.56 a. m.
 12. m. 8.35 a. m. 20.17 a. m. 1.57 a. m.
 13. m. 9.07 a. m. 20.32 a. m. 1.58 a. m.
 14. m. 9.39 a. m. 20.47 a. m. 1.59 a. m.
 15. m. 10.11 a. m. 21.02 a. m. 2.00 a. m.
 16. m. 10.43 a. m. 21.17 a. m. 2.01 a. m.
 17. m. 11.15 a. m. 21.32 a. m. 2.02 a. m.
 18. m. 11.47 a. m. 21.47 a. m. 2.03 a. m.
 19. m. 12.19 a. m. 22.02 a. m. 2.04 a. m.
 20. m. 12.51 a. m. 22.17 a. m. 2.05 a. m.
 21. m. 1.23 a. m. 22.32 a. m. 2.06 a. m.
 22. m. 1.55 a. m. 22.47 a. m. 2.07 a. m.
 23. m. 2.27 a. m. 23.02 a. m. 2.08 a. m.
 24. m. 2.59 a. m. 23.17 a. m. 2.09 a. m.
 25. m. 3.31 a. m. 23.32 a. m. 2.10 a. m.
 26. m. 4.03 a. m. 23.47 a. m. 2.11 a. m.
 27. m. 4.35 a. m. 24.02 a. m. 2.12 a. m.
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 30. m. 6.11 a. m. 24.47 a. m. 2.15 a. m.
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 32. m. 7.15 a. m. 25.17 a. m. 2.17 a. m.
 33. m. 7.47 a. m. 25.32 a. m. 2.18 a. m.
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 36. m. 9.23 a. m. 26.17 a. m. 2.21 a. m.
 37. m. 9.55 a. m. 26.32 a. m. 2.22 a. m.
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 39. m. 10.59 a. m. 27.02 a. m. 2.24 a. m.
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 41. m. 12.03 a. m. 27.32 a. m. 2.26 a. m.
 42. m. 12.35 a. m. 27.47 a. m. 2.27 a. m.
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 62. m. 11.15 a. m. 32.47 a. m. 2.47 a. m.
 63. m. 11.47 a. m. 33.02 a. m. 2.48 a. m.
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 77. m. 7.15 a. m. 36.32 a. m. 3.02 a. m.
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 86. m. 12.03 a. m. 38.47 a. m. 3.11 a. m.
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 88. m. 1.07 a. m. 39.17 a. m. 3.13 a. m.
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 92. m. 3.15 a. m. 40.17 a. m. 3.17 a. m.
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 94. m. 4.19 a. m. 40.47 a. m. 3.19 a. m.
 95. m. 4.51 a. m. 41.02 a. m. 3.20 a. m.
 96. m. 5.23 a. m. 41.17 a. m. 3.21 a. m.
 97. m. 5.55 a. m. 41.32 a. m. 3.22 a. m.
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 99. m. 6.59 a. m. 42.02 a. m. 3.24 a. m.
 100. m. 7.31 a. m. 42.17 a. m. 3.25 a. m.
 101. m. 8.03 a. m. 42.32 a. m. 3.26 a. m.
 102. m. 8.35 a. m. 42.47 a. m. 3.27 a. m.
 103. m. 9.07 a. m. 43.02 a. m. 3.28 a. m.
 104. m. 9.39 a. m. 43.17 a. m. 3.29 a. m.
 105. m. 10.11 a. m. 43.32 a. m. 3.30 a. m.
 106. m. 10.43 a. m. 43.47 a. m. 3.31 a. m.
 107. m. 11.15 a. m. 44.02 a. m. 3.32 a. m.

[illegible]

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|--------------------|-------------|-------------|
| Havana, Havana | 11:50 a. m. | 1:00 p. m. |
| St. Marys, Hayti | 10:00 a. m. | 12:00 p. m. |
| Monte, New Orleans | — | 8:00 p. m. |

SAIL TO-MORROW.

| | | |
|--------------|-------------|----------|
| France Colon | 10:00 a. m. | 12:00 m. |
|--------------|-------------|----------|